



MARCH 1972

CANOEING IN BRITAIN 15p

THE MAGAZINE OF THE BRITISH CANOE UNION

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CANOEING IN BRITAIN

THE MAGAZINE OF THE BRITISH CANOE UNION

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Names and addresses of the principal officers of the British Canoe Union can be found on the B.C.U. Calendar.

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The British Canoe Union,
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EDITORIAL 82

Having produced two editions of 'Canoeing in Britain' and getting to know the 'faces to fit the names' of our many correspondents, I feel a little more at home as Editor.

Visiting various events and the Crystal Palace Exhibition really proves not only the enthusiasm and dedication of contestants but that we have a very keen and growing band of followers.

Mr. Ritchie, who's letter appears in 'Open Forum' may rest assured that national recognition of our sport by T.V. will increase — of this I am certain. Canoeing is good to watch, which after is what T.V. is all about.

The Sunday series appears to be well talked about. Nationwide featured the difficulty of training for the Olympics. Now that our local commercial station Tyne Tees T.V. have a contact almost round the corner we have pre-mentions as well as coverage of events. Perhaps a mail round of the calendar to all T.V. media will draw attention to what goes on and when.

I am still very much concerned about the late arrival of copy and advertising instructions. No doubt many feel their material would be outdated if sent too soon.

Once again profound apologies to the many people who have written to me and received no reply; simply a question of volume I will at the very least have to acknowledge receipt by post-card in future.

Colour transparencies and pictures are few and far between, if you have something you think worth featuring do send it along.

Bill Balmain

Cover Picture: Canoeists on the river Ardeche in Southern France prepare for a day's run on warm water.

Photo: Mike Clark, 'Canoeing Magazine'.

CRYSTAL PALACE EXHIBITION 72

Enthusiasm at the recent exhibition really brought home the fact that despite power cuts — despite anything, the canoeing world just can't be held down.

Certainly the events I witnessed at the pool drew an exciting response from the crowd — I wonder by the way if manufacturers drew exciting results from their trade stands?

Dr. Roger Bannister, Chairman of the Sports Council (accompanied by his family) toured the exhibition together with our President, Mr. John Dudderidge and Col. Garside, Regional Officer of the C.C.P.R., London and South East.

We were further honoured by Dr. Bannister when at the close of the Canoe Polo Competition he presented the prizes:—

1st to Denstone College and
2nd were Hampshire A

The Team Trophy for the Liffey Race at the Irish National 1971 which was won by Great Britain was also presented. Three prizes for non-trade stands were awarded to I, Chalfont Park C.C., II, Welsh Harp Youth and III, The Boys Brigade.

In all, one can truly say there was plenty going on — a great deal of activity — something to interest the most casual of visitors.

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ACCOUNT OF A STORM

OPEN FORUM

PARTIES ABROAD



The post of General Secretary of the B.C.U. is now vacant and those interested in it should write to the President at 26 Park Crescent, London W1N 4DT enclosing a s.a.foolscap env. for full particulars of the post and of the B.C.U. The starting salary will be in the region of £2000 per annum according to qualifications and experience.

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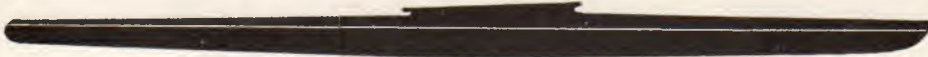
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ACCESS NOTES

by J. W. Dudderidge, *Chairman of the "Access Committee"*

FIRST COURT CASE

There is little to report on the negotiations with riparians, anglers, and others referred to in the last issue. Efforts are still being made to convene meetings at regional and local level, but we are still hampered by the multiplicity of owners involved and a difficulty in finding people able to represent them.

Looking around the country one is depressed by evidence of an increased militancy amongst the angling associations, particularly amongst the coarse fishermen who seem determined to exclude canoeists from various rivers, many of them used by canoeists for over half a century.

FIRST COURT CASE

During the summer of 1971 a canoeist living over the road from the River Wharfe near Burley in Wharfedale took his canoe on that river and was challenged by the bailiff employed by the Bradford Waltonians Angling Club who rented a part of one side of the river. A writ was issued claiming damages and asking for an injunction to restrain the canoeist from interfering with the reasonable enjoyment of their fishing rights on the River Wharfe. The B.C.U. was informed of this case and undertook to give their support to the canoeist. After two adjournments the case came before Otley County Court early in February. Both sides were represented by Counsel and the case, described by Judge Ernest Ould as a most interesting one, lasted two hours. The defence had two bases, first that the canoeist did not paddle on the side of the river over which the plaintiffs had fishing rights, that the river was low and the deep water was all on the other half of the bed; and second that in any case there could have been no interference with fishing rights since at the time no-one was fishing.

Judge Ould said 'There is no law which prevents a person from going on a river on which there are fishing rights, but there is a law which prevents him from interfering with those rights'.

When asked by the plaintiff's Counsel why he did not ask the club's permission to canoe, the defendant replied 'Why should I? I was canoeing not fishing'.

The Judge found in favour of the canoeist stating to the plaintiff's Counsel 'You have not proved interference. Your clients have jumped in too early. They should have allowed the canoeists to continue for weeks or even months, and then brought anglers to say that when he was there they could catch no fish. But you have not done that. All you have done is to refer to this one day when no-one was fishing'. Referring to the defendant he said 'I do not want him to think I am granting him unlimited licence to go on the river and disturb the fishing rights of these people, he should not think for one moment that because he has won he can cock a snook at the owners of the fishing rights'. After a pause he remarked 'Of course he can always go on the other side.

Judgement for the defendant with costs was given.

To the best of our knowledge this is the first time such an action has been taken by the anglers but we hear of a threat of similar action on a section of the River Spey in Scotland. We regret this monopolistic attitude on the part of the anglers, an attitude which does not give us much encouragement in our negotiations.

The Wharfedale case demonstrates that for a case against a canoeist to succeed the anglers must prove actual interference with the exercise of their fishing rights. This means that where no public rights of navigation exists, the only thing the canoeist can do is avoid any act capable of being construed as deliberate interference, and behave in a reasonable manner in relation to any fisherman met.

Of course, except where the public highway allows access to the water, canoeists are ultimately dependent on the grace of farmers and/or landowners for permission to cross their land to the river. There is no general right to land or tie up to the banks. However a fishing club may take action and sue in nuisance, and the result will depend on whether damage or interference can be proved: each case will be considered on the facts.

N.B. Any member who becomes involved in a conflict with an angling club should bring all the facts to the attention of the B.C.U. and without delay, and the Union will advise and help as best it can. A special fund is to be set up for this purpose and touring members who may feel they can give positive help by subscribing to it. It gives me great pleasure to announce that we have already received a donation of £20 from a donor who wishes to remain anonymous. We publicly express our appreciation of his generosity and hope his example will encourage members and touring clubs to join in.

Reports received:

The official of an angling club who said he fished on a canal and liked canoeists to come along as they stirred up the fish and improved the fishing.

The angling club on a certain reservoir which asked the water skiers who had left this water, to come back as the fishing deteriorated when they went away.

The angler who asked a canoeing party whether it would be returning, and when, for he always had more success when canoeists passed.

The times without number when canoeists have been asked by anglers to disentangle their lines from reeds, branches and other snags in the river.

However, if a fishing match is in progress, with anglers lining the bank, if it is practicable it is a mark of wisdom and courtesy to disembark before reaching the site of the match and make a portage. Such action can help breed goodwill, though we admit it takes two to bring about good relations.

OBITUARY

Major G. E. Tomlinson

On the morning of Thursday, February 10th, 1972, Major G. E. Tomlinson, General Secretary of the British Canoe Union, died in hospital following a very brief illness, and the British Canoe Union lost a dedicated and conscientious Executive Officer.

Gilbert Edwin Tomlinson was born in London on January 27th, 1908 and was educated at the John Lyon School, Harrow, where he distinguished himself in cricket and football, and was keen on boxing and swimming, in fact an 'all rounder'.

From the time he left school until the war broke out in 1939 he served with several London based companies, including some 8 years with the firm of Thomas Cook, for whom he managed branches in England, France, Switzerland and Belgium, and in 1937 became Continental Traffic Manager for Lep Travel and Tours, with whom he stayed until he joined the army in 1939.

In 1941 Major Tomlinson was Commissioned in the Lancashire Fusiliers; was promoted Captain in 1942 and Major in 1944, and gained the American Bronze Star whilst serving in the Ardennes Campaign.

After demobilization in 1945 Gilbert went to the Middle East on a short service Commission and later transferred to the East African Command, a change which involved him in work in Kenya, Uganda, Tanganyika, Mauritius, Northern Rhodesia and Somalia. On the termination of this three year Commission, he joined the Colonial Service and served in the East African Office until 1963 when he returned to England and joined the East African Common Services Organisation as Agent for Commerce, later becoming Commercial Attache at the Kenya High Commission in London.

Following these many years of involvement in East African affairs, in 1966 Gilbert Tomlinson took up his appointment as General Secretary of the B.C.U. a post which had become vacant on the resignation, for personal reasons, of the previous incumbent. During the five years Gilbert was with us the sport of Canoeing grew at a great rate and during that same period our relations with Government Departments through the Sports Council became very close. Gilbert's long experience in dealing with Government agencies proved invaluable to the Union, and his expertise will be sorely missed.

Apart from his skill as an administrator, Gilbert brought to his work both interest and enthusiasm, and his sudden death deeply shocked colleagues who worked closely with him as well as the rank and file of members who met him at functions.

Gilbert leaves a widow to whom our sympathies are extended, and we here acknowledge our debt to him for his unstinting work on our behalf.

John Dudderidge
President

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LAND LOCKED SCHOOL GOES CANOEING

by D. Haig and J. Heslop

WINGATE MODERN SCHOOL, Co. DURHAM.

WINGATE MODERN SCHOOL,
Co. DURHAM.

Our first dabbling in canoeing came not surprisingly with a P.B.K. double. This first outing in the early 1960's was a ten mile trip by car to the River Wear at Durham City with the P.B.K. on the roof, two apprehensive 'guinea pigs' in the back seat and an even more apprehensive handicrafts teacher behind the driving wheel. Happily the latest piece of work from the craft department passed its test and we were pleased to report to our nail-bitten headmaster next morning that although we could not claim to have had a dry evening, no blame for this could be attached to the canoe and an exceedingly good time had been enjoyed by all concerned.

From here things began to progress quickly. The grapevine through the school carried the tales of this escapade and soon dozens of potential amphibians were eager to be included in our next trip to the river. The success and obvious potential of this new form of outdoor activity prompted us to build two more P.B.Ks and three Kayak doubles and by 1965 with the aid of a small trailer we were able to make more frequent trips to the river with as many as a dozen children.

The pattern of development throughout the ensuing seven years may be of general interest and offer encouragement to those teachers and youth organisers who may be contemplating the creation of a watersports club within their own school or organisation.

Although we ourselves were lucky in many ways we also had many setbacks and only perseverance, hard work and resilience on the part of all concerned have enabled us to create our present organisation.

Several difficulties became evident as a result of these early outings, prominent amongst them being the question of adequate insurance, the importance of suitable clothing and footwear and the need for an efficient type of life jacket. The raising of funds to pay transport costs and for the provision of equipment is a facet of the development which exercised all our ingenuity. The need to obtain suitable coaching facilities for these non-swimmers eager to take part in the canoeing outings gave rise to a pattern of regular visits to a Local Education Authority trainer pool and the establishment of a series of swimming awards.

Our aim in introducing canoeing as an outdoor activity was not to produce Olympic standard competitors, but to ensure that as many children as possible were able to have the opportunity of facing the many personal challenges that the canoeist encounters in his watery environment. After the initial spills and laughs we felt that it was important that we should be able to offer good quality coaching and the staff involved began to attend B.C.U. coaching courses and took tests ranging from Basic Proficiency to the Senior Instructor Award. Other members of staff not involved in coaching became active participants and their help has proved to be one of the most vital factors contributing to the success of our organisation. It has been our experience that all responsible adults who are interested in children can be an enormous help in encouraging the



children and in making the organisation run smoothly, even if their personal level of achievement on the water is not particularly high. Drivers, cooks and camping experts are as important to school canoeing groups as are the canoeing instructors themselves. This does not lead to any decline in technical standards and we do not allow slipshod attitudes toward safety either on the water or elsewhere. Safety and the broad educational aspects of canoeing are constantly in the mind of all concerned for these reflect the main purpose of the activity.

Our canoe building continued to advance in direct proportion to the enthusiasm of the people and here we had perhaps our greatest good fortune in that the pioneer of the water-sports activities in this school, and its principal enthusiast was Head of Handicraft as well as being Deputy Headmaster. This dual role obviously helped with matters of internal organisation as well as with technical details. Our experience indicates that all schools that have made continuous development in canoeing activities have had the active co-operation of the school Craft department.

We were lucky in this respect and soon canoe building became part of the curriculum of the craft department with Kayak designs as the end product. This introduction to the use of glass-fibre tape and resin brought us into contact with Bill Saunders, Senior Technical Adviser to the C.C.P.R. in Durham. With him we became involved in the final developmental stages of the now familiar W.S. Trier general purpose Kayak which Bill designed.

It must be said that the modern development of canoeing in this school and indeed in this area, owes a lot to Bill's interest, initiative and downright hard work. We are all deeply grateful for this.

This craft project enabled our children to build ten Triers, some with G.R.P. hulls and plywood decks and others made entirely of glass-fibre and resin. By 1965 we were able to tow more than 20 canoes on our two school built trailers, whilst the children travelled in a hired mini-bus, to the river for practice or to make excursions in search of white water—a far cry from the P.B.K. on a roof rack.

Because the mini-bus was not ours we soon found that the costs incurred in the twice or thrice weekly visits to the river were hindering further development and practice time for the enthusiasts became limited by cost.

The choice between a ten mile journey from this land-locked school to the nearest river or an equally expensive trip to the cold North Sea this became our main restriction but whilst staff and children had been active in building and paddling our Headmaster had been equally active. His encouragement and active support had always been important but his greatest contribution to our development was in convincing the Local Education Authority of the educational value of canoeing as a school based activity, and a plan was evolved to flood part of the school playing field where the basic skills could be taught and practised without expensive journeys.

The Education Committee realising the enormous potential that lay in this type of pursuit, especially when related to the 'leisure time explosion' and the raising of the school leaving age decided to expand the original project and provided an excellent concrete pool 200 yards long by 40 yards wide with an overall depth of 3½ feet.

This man-made training area for watersports which is probably unique as an L.E.A. enterprise, is normally filled by pumping water from the field but in addition provisions have been made for replenishment from Water Board supplies. With thousands of gallons involved this is quite an expensive undertaking. Annual clearing of the area is obviously important and valves have been provided for this purpose. The chief problem we have encountered using the pool has been the unusual amount of damage caused to canoe hulls as a result of contact with the sloping concrete sides. Such contact is inevitable with beginners but does point to the need for extra strengthening to the bows of any new canoes that we build.

Special facilities are still needed to provide mounting points for slalom poles and other obstacles in order to provide variation in paddling, for it might appear that pool based activities would be confined to simply paddling up and down. This need not be the case however, as all the basic strokes can be practised, wiggle tests can be set up, canoe polo can be organised, rolling can be taught and a variety of other canoe sports which appeal to children can be arranged.

In addition, with the school changing facilities available, canoeing is no longer confined to the summer months, and with their do-it-yourself wet-suits the keener members can canoe all of the year round.

Continued on page



FILMS, MAGS & BOOKS

COMPREHENSIVE EXPEDITION REPORT

Readers may be surprised at the Edinburgh Corporation Education Department's Expedition Report 1971. Comprehensive is hardly the word — every detail of the route, training programme, equipment, insurance, route, including timing, a complete expedition log, campsites even the weather and vehicle registrations are included, not to mention a formidable list of food.

Copies of this report @ 25p each (includes postage) may be obtained from Mr. Terry Nichols warden of the Edinburgh Corp. Education Dept., City Outdoor Pursuits Centre. Address — Old Royal High School, Regent Road, Edinburgh EH7 5BL.

WHITE WATER MAGAZINES SLALOM CASE BOOK

The White Water Magazine has abandoned its idea of having a separate slalom case book and in place have included a separate supplement (as in the current issue) will be enclosed with the magazine for those interested to retain and build up together with an index.

Two new films are now available from the library, handled for us by the British Film Institute.

WILD WATER CHAMPIONS — The German Television film 'A summer on Wild Water' but with commentary by an American. Touring and practicing on Alpine Rivers and competing in the World Championships 1969. Probably the best canoeing film so far produced.

16 mm. 28 minutes. Optical Sound. Colour. Hire charge £4.

CANOEING II — COMPETITION — Directed by the National Coach. A brief survey of the various branches of competitive canoeing — Slalom and Wild Water Racing, Sailing, Surfing, Sprint Racing and Long Distance Racing, with commentaries by experts in each field.

16 mm. 25 minutes. Optical Sound. Colour. Hire charge £2.50.

Two further films are nearly ready as we go to press and are expected to be available about the end of February. Hire charges not yet agreed with the British Film Institute.

BIG SPORT IN SMALL BOATS. Instruction in Wild Water Canoeing. A German film but with a new sound track in English.

16 mm. 14½ minutes. Optical Sound. Colour.

KAYAK. A Hungarian sound film with translation in English. The film shows the pushing, drawing, swinging etc. techniques. The methodical teaching of kayak starting with the 13–14 years age-class to the world-class competitors. The difference of start in K-1, K-2 and K-4 is clearly shown. The 'work' of paddle is reproduced by under-water pictures. Slow-motion pictures make the paddling-techniques understandable to everybody. All details of tactics in long distance races are given. As strength is playing an important part in our sport there are in the film exercises for developing general and special strength.

26 mm. 21 minutes. Sound. Black and White.

C. M. ROTHWELL, 21 Windsor Road, Clayton Bridge, Manchester, M10 6QQ.

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continued

Land Locked School

Because this facility is centrally situated in a highly populated area easily accessible from most parts of the County, it is hoped that it will be used to encourage the development of water-sports as a general policy in this part of the country, a plan which must surely be applauded by all associated with this type of activity.

Since the pool is within the school grounds we are particularly delighted to have the opportunity of pioneering this development. From the beginning we have used it constantly, not only to encourage most aspects of canoeing, but also to introduce sailing, and for this purpose we have added three small dinghies to our fleet of canoes.

We have now introduced many hundreds of children to the water and these can be divided into categories each with its own merit; those who have enjoyed the experience of canoeing while at school but have not pursued the sport with any enthusiasm; those who have tried canoeing and not enjoyed it at all; those who have followed up the first steps by attending advanced courses at the County's Outdoor Activity Centres in the Lake District and those who have enjoyed the challenges of adventure and expedition further afield. Some have been particularly enthusiastic from the outset and have reached relatively high standards of personal performance during their four or five years at the school. A few of these children have been successful at County and National level at both canoeing and sailing.

The many benefits gained by those taking part in canoeing at all levels cannot be assessed in terms of awards or competition placings. Such benefits are concerned with physical and intellectual development and the awareness of the enriched quality of life that can be gained by those children who have taken up the challenge presented to them by water-sports.

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TRADE NEWS

SEACHUTE & WET SUIT

Irvin Great Britain, foremost U.K. designers and manufacturers of parachute equipments have entered the sub aqua equipment market with the Irvin Seachute and Irvin Apollo Wet Suit.

Designer Roy Williams demonstrates the new equipment at the Boat Show at Earl's Court, London.

Prototype of a new compressed air adjustable buoyancy emergency life-saving apparatus, the Seachute, was revealed at the Boat Show. Competitively priced at £36, it has two unique features:

- a patented multi-action mouthpiece valve which enables the driver to breathe directly from the inflated jacket and exhale into the water without removing the mouthpiece from his mouth;
- A dual position relief valve which provides automatic venting of the jacket to a safe, controlled ascent speed.

The valve also allows the support bag to be fully pumped to approximately 10 lb. per square inch to support a surface deadweight in excess of 40 lb.

The Irvin Apollo Wet Suit is made from high-quality nylon-backed neoprene with a non-slip 'sharkskin' finish and is noted for its cut, warmth, elasticity and hardwearing properties.



COMPANIES MERGE

From May 1st 1972, the two companies at present owned by Mr. Chris. Hawkesworth, and trading as The Northern Wild Water Centre, and Chrisfilm will become one limited company, Chris. Hawkesworth Ltd. The present two names will be retained as trade names.

The new company has purchased a small country estate near Pateley Bridge, Yorkshire. The estate extends over 20 Acres and includes, a small Mill, approx. 40,000 sq. ft. 1,000 yards of grade 2 to 3 River, and a 6 Acre Lake. The fishing rights are included in the Sale.

It is intended to move all the manufacturing from Wetherby to Nidderdale though the present shop and offices in Victoria Street will be retained for the time being.

Our new address will be:-

The Mill, Glasshouses,
Pateley Bridge, Via Glasshouses,
Yorkshire.
Tel: Pateley Bridge 310.

The new company will have assets of over £40,000, which will make it one of the largest canoeing orientated companies in the country. In addition to expanded manufacturing facilities, there will be a complete sound and film studio to expand 'Chrisfilm', and later on in the year a complete closed circuit television studio will be equipped. The equipment will be able to stand on the side of the river or the lake and from ½ inch video tape instant playback is available. The lake has a flat, well drained field of 5 acres alongside it suitable for camping, and the river is suitable for Novices/3rd/2nd division slaloms. The river has a tapped water supply which can bring the level up 18 inches for competitions or other special events.

PLEASE NOTE we will not be in business at the new address until May 1st, and any enquiries whether personal, by letter or telephone should be addressed to the WETHERBY office.

JEWELLERY FOR THE CANOEIST

This highly original idea has been developed by the successful Scottish company, Lendal. Marianne Wilson is the brains behind the operation and the very attractive range was on display at the Crystal Palace Show. If the attention commanded at the show can be used as a 'market tester', then Lendal have struck gold! Marianne explains that the canoeing fanatic neglects his wife and girlfriend (should it be girlfriends) whilst pursuing his sport. What better gift than a delightful canoeing motif on ring, bracelet or ear ring, to soften the hardship of being associated with a canoeing fanatic. Undoubtedly the range will appeal to event organisers as one of the most fitting prizes for a canoeing competition.

KAYEL-OTTER T.S. improvement

The Kayel-Otter Touring Single is the MOST POPULAR CANOE KIT OF PARTS in the world and produces a lively yet stable plywood canoe which is ideal for touring on inland waterways, harbours and - in the right conditions - at sea. It is perfectly suitable for the beginner but, as proficiency is gained, it is capable of good performance.

So it is obvious that we mustn't do anything to affect its performance. Nevertheless, we are always looking for the possibility of improvement and, this year, without any material alteration to the under-water line, we have brought the appearance of the canoe right up to 1972 standards.

The after-deck has been lowered, reducing wind resistance and giving the cockpit a pleasing rake down from fore to aft, thus imparting the more 'sporting' look.

An entirely new, and more easily adjustable footrest of the platform type and a new method of mounting the seat have also been incorporated.

All of which makes the NEW Kayel-Otter Touring Single an even better canoe.

JOIN THE B.C.U. NOW!

JOIN THE BRITISH CANOE UNION

NAME

ADDRESS

CLUB (if any)

PREVIOUS B.C.U. No.

FEE ENCLOSED

(£1.25 FULL — 75p YOUTH)

CLIP THIS COUPON AND POST TODAY

36th ANNUAL GENERAL MEETING

The 36th Annual General Meeting of the Union was held at 6.15p.m. on Saturday January 22nd 1972 in the Lecture Theatre of University College, London.

About 150 members were present, some who had been at Committee meetings having had to leave. The President welcomed the members and expressed regret that the attendance was not more fully representative of the five thousand individual members and the many thousands of members of affiliated clubs.

He then went on to refer to developments that had taken place during the year and which would have a bearing on the work of the Union. He reminded the meeting of the change of status of the Sports Council, from an Advisory Body to one with full Executive Powers and funds to dispense on the promotion of sport.

Reference was made to earlier proposals for the construction of a national slalom centre at Llangollen, of the opposition of certain interests, in particular the anglers, and went on to refer to new proposals being put to the Sports Council for the construction of an artificial slalom course in the new Watersports Centre at Holme Pierrepont, saying the prospects were very hopeful and that a viability study had been carried out and a model was being built.

The President then referred to the signs of increasing militancy on the part of the anglers, many of whom seemed determined to restrict and if possible, exclude canoeists on the waters rented by them. He referred to the many meetings held with representatives of anglers, landowners, river authorities and others under the auspices of the Sports Council with a view to finding an agreed solution to the conflict of interests, and said that B.C.U. Access negotiators had travelled many miles in defence of the interests of canoeists.

Mr. Peter Rogers, Vice President, moved the adoption of the Report and stressed the importance of the image canoeists presented to the public. In view of the increasing pressure from all sides on available water it was the duty of one and all to make every attempt to enhance that image.

In proposing the adoption of the Annual Accounts, the Hon. Treasurer Mr. E.J. Owen drew attention to the surplus of £722 as compared with the previous years surplus of £213 and said this was largely due to greater income from the rise in subscription rates which came into force at the beginning of the financial year. The adoption of the Accounts was carried unanimously.

Elections: Hon. Treasurer: Mr. E. J. Owen the retiring holder of the office was re-elected unopposed.

Council: Seven nominations received for five vacancies and the postal vote in which 276 votes had been received with 8 invalid papers gave the following members elected for 1972:—

G. Sanders, C. McAllister, C.M. Rothwell, J.M. Woolley, J. Spuhlar.

Motions: There were two motions before the meeting, and both were carried.

The first proposed by M.J. Carvell proposed an amendment to Rule 31 removing from this rule the ban from holding office or serving on committees, from employees of the Union and from members carrying on business in the manufacture or sale of canoes and/or accessories.

The President expressed the view that this proposal opened wide the door to a take-over of the Union by commercial interests, and although this might be far from the intention of the proposers, it was necessary to consider all the implications. He went on to point out that employees of the Union are servants of the members through the various executive organs of the Union and it was inappropriate that they should be placed in a position of sharing in decisions directly affecting their employment. He considered the proposal a thoroughly bad one and hoped the meeting would reject it.

Several others spoke in similar vein and in support of what had been said, one in particular, a manufacturer giving most cogent reasons for rejecting it.

When put to the vote (on a poll, which brought in proxy votes) the proposal was carried by 40 votes to 37. Many were prevented from registering their votes because they had failed to bring with them their membership card.

The second motion was to change the closing date for motions for the A.G.M. from 30th November to 20th. November, to fit in with the practice of holding the final Council Meeting during the last week of November.

AWARDS

At the close of the meeting the following Awards were presented, followed by Championship Trophies.

AWARD OF MERIT

presented to

JOHN W. GOULD

In appreciation of his great service in the development of CANOEING in Wales.

and to

FELICITY LITTLIDYKE

In appreciation of her many services to the British Canoe Union.

AWARD OF HONOUR

presented to

PETER C. A. ROGERS

In appreciation of his many and varied services on behalf of the British Canoe Union and the advancement of the sport of CANOEING.

TORCH TROPHY AWARD

presented to

G. B. MANTON

For services to the development of the sport of CANOEING in the Midlands.

BCU CANOE INSURANCE

Doubtless, many participants in the insurance scheme will be wondering whether their existing insurances will be renewed this year, and on what terms. The claims experience has continued to deteriorate, and obviously this trend cannot be allowed to continue indefinitely.

An increase in premium would probably only drive away many of those canoeists who do not regularly make claims, and we would be left with an even greater ratio of 'bad-risks' to premiums. Some method of penalising the 'bad-risks' would therefore seem more effective.

It appears that during actual competitions, be they slalom, whitewater, long distance or sprint racing, the competitive element is so strong that canoes are forced way beyond their normal limits of endurance. This competitive spirit is very good for the sport as a whole, of course, but not so for the insurance scheme!

It is proposed, therefore, that with effect from 1st April 1972 (i.e. all insurances taking effect, or being renewed on or after that date) the Underwriters' liability in respect of payments following TOTAL LOSS of an insured canoe WHILST PARTICIPATING IN A COMPETITIVE EVENT shall be limited to 66.2/3% of the sum insured after taking into consideration the deduction for age at present applying. In other words, where a canoe is damaged beyond repair during a competitive event, the Insured is his own insurer for one third of its insured value.

It is hoped that this measure will lead to a substantial drop in the figures paid out for claims in the coming year, and that in consequence the future of the scheme will look a little rosier. But don't forget — ALWAYS treat your canoe as if it is UNINSURED.

Joan Baker

B.C.U. INSURANCES

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AN EXCITING COURSE WITH BROKEN
WIERS CAPABLE OF BEING SHOT.

SENIORS	B15	P4
JUNIORS	B 8	P1
FEES	50 NP	SENIOR
PER	30 NP	JUNIORS
SEAT	30 NP	LADIES

CLOSING DATE - MONDAY
APRIL 24th 1972

NO LATE ENTRIES ACCEPTED

NEW THIS YEAR -
VETERANS EVENT

ORGANISER - J.R. MATHERS

'SPARTAN FOLLY'

PAVENHAM BEDS.

FROM THE INTERNATIONAL 10 SQUARE METRE SAILING CANOE
CLASS NEWSLETTER

MY ACCOUNT OF THE STORM

by John Biddle.

Tuesday, second day of the European Championships, 1971. p.m.

The fleet took to the water with light weather sails. It was plainly apparent that a storm was approaching but, delayed by a false start there was only a fickly breeze for the first beat. Once round the first mark the wind veered and backed increasing all the time and suddenly boats were caught running by the lee with spectacular windward capsize. At the first gybe mark, with the wind freshening and blowing from all quarters, there was considerable trouble, but having extricated myself from a quick capsize, I set off after Gunter Kahl, my brother and two Swedes from the leeward mark. My high roached sail did not help matters but the leaders all capsized including a spectacular windward cartwheel by the German. On rounding the mark in the lead I decided to quit as there was obviously worse to come. With the build up of a very short sea, I pulled up two thirds of the plate and sailed off as close as possible towards base. Momentarily, through the blinding rain, I saw the Committee Boat heading towards us firing guns but it was blotted out by what appeared to be a white wall of hail and whipped up waves—the final onslaught of the storm which hit the boat with tremendous force flinging me into the sails. The gooseneck fitting had broken loose from the boom, followed by the kicking strap, which just seemed annoying at the time. I thought it prudent to inflate my lifejacket and prepared to ride out the storm with the sails lying to leeward in the normal manner. It soon became evident that it was impossible to keep the mast lying on the water due to the rapid downwind progress of the boat before being able to take evasive action, I was horrified by witnessing the boat and myself being lifted bodily out of the water, pivoted on the mast embedded in the bottom of the lake. I imagined the mast must be broken, but within seconds with the hull now downwind of the mast, the sails filled between the waves bringing the boat over on top of me with terrific speed and I noticed that everything was still intact. With lightning overhead and unrelenting hail it was more comfortable to remain in the water hanging on to the plate and I felt desperately anxious for some of the less experienced canoeists. Visibility was still nil and my dark glasses gave it the appearance of dusk. My boat was again inverting slowly and, unknown to me, the mainsail was slipping slowly up the luff croove with the boom attached. Then with very little warning the wind, measured at 65 knots, suddenly appeared to be blowing from the opposite direction and again picked up the sail flinging the boat through 180°. The mast had been broken at the hounds, grounding on the lake bed again, but the top mast was still attached by a length of main halliard which dangled about, representing a lethal missile. The mainsail clew had caught in the jagged mast break so the boom and mainsail were hanging from the hounds as well.

Again the wind appeared to be revolving fast and the boat with its array of ironmongery flailing from the hounds was brought over on top of me twice more. I felt desperately tired disentangling myself from the loose sails and rigging each time. I let the mast invert again and hoped that with less height the boat would lie more comfortably upside down. It stuck firmly while the waves continued to pound the boat.

Then, as suddenly as it came the storm passed away and the lake was placid again. There seemed to be very few boats about and I imagined there must have been some loss of life. I righted the boat, disentangled the jib and slowly sailed towards shore with the weirdest rig ever seen on a canoe—everything hanging from the hounds. I felt very despondent but relieved to be alive. Apart from an irreparable mast and a set of battens reduced to matchsticks, the boat was intact and sailing again within two days.

Some canoeists managed to reach the shore in time to avoid the worst part of the storm but were in danger from falling trees. A committee boat at the leeward mark sunk at her moorings after which the crew were reported to be in poor shape.

Those that had least damage had held the head of the mast at water level, some being able to stand on the bottom. Eight masts were broken and innumerable battens, but there were no casualties apart from Gunter Kahl who suffered abrasions from the rescue boat propeller.

CANOEING - A FISHY BUSINESS

Getting up early in the morning to go surfing is not so bad, but getting up, then no surf, well that's another thing. That's what happened to three friends and myself and few weekends back.

Yes, we stood there in our shorties, all disgruntled, and sea mist sticking like candy floss in our eye-brows. Then out of this thick gloom, all clad in oilies like a plastic monster came a fisherman.

'Ah lads, don't look so bad, it be a grand day for fishing.' After repeating the statement to ourselves a few times I said 'Well why not, the eskimos do it why couldn't we?' That was my argument and I was sticking to it.

Within half an hour we had managed to beg, borrow and even !?*, would you believe enough tackle to have a bash.

By this time the mist had lifted and revealed the largest mill pond one could wish for, the north sea, with some very nice gestures, signs, and 'up yours too' from the longshore men we paddled out, looking more like amphibious fishing fishing tackle shops than canoeists I might add.

We sank a long line on the bottom about a mile out, then returned to shore. A longline being a length of rope weighted at both ends, baited hooks attached at five foot intervals along it and a marker buoy fixed at one end. This was then left while we practiced techniques. After about two hours we returned and hauled it in. How the hell we managed it, I just don't know. Back on shore all the smirks and smiles were gone. But congrats etc. were in order. Only Bob was moaning, why I don't know, because all the attention was focussed around him, after all, all the fish we had caught were in his canoe. We're still conversing with him in a loud voice at a distance.

S. Cone, 3 Rose Court, Lowestoft,
Suffolk

The Canoe Abroad- Touring

by R.F.Tyas

FOREIGN CANOE TOURING

We can't all emulate the few who last year canoed the Grand Canyon of the Colorado, or penetrated the wilder gorges of the Balkans and Asia Minor, but the Continent of Europe offers scope for really enjoyable and interesting canoe touring holidays nearer home.

Such holidays require careful preparation, especially when the participants are organised youth groups. Enthusiasm on the part of the organisers is not enough. They may get by with improvisation, but there are real hazards on the "white waters" of Europe. The rivers are often carry far more water than those in the UK; in the Alps glacier water can make them icy cold and its suspended matter makes it impossible to see underwater rocks. The power of water in the waves of Alpine rapids needs to be respected. So it is disturbing to receive enquiries, as the BCU does often, of this kind: "Dear Sir, The Blankety Youth Venture Group is planning a mountaineering and canoeing adventure holiday in France or Switzerland or Austria. Please send all useful details as to suitable rivers, camp sites, canoe clubs etc." Not a word about the number in the party, what their experience and level of canoeing proficiency is, or even whether they have suitable boats.

A few friends who have canoed together and know their capabilities will talk together and and soon decide on what they would like to do. But organisers of school, scout groups, cadets, and other youth groups, who have never themselves tried the sort of river that is graded on the Continent III or higher may need to be very circumspect in setting out to run "adventure canoeing holidays" on Continental white water. Is it really necessary to be ultra-ambitious in order to appeal to youth nowadays? We doubt it. There is more to canoe touring than slalom techniques, a land rover and trailer and some camping equipment.

What can the BCU be expected to provide in the way of help and information? It is not a tour organising agency. It cannot answer all the questions, for it does not have all the local details available. After all there is still something to be said for initiative in research, getting the maps, the foreign guides and itineraries, the local tourist guides, etc. and so gaining an impression of what the countryside and waterways are like.

The BCU will always try to help members and affiliated clubs with information where it has it, and with pointers if the nature and capabilities of the party and its general organisation are explained. But unexpected problems must be expected to arise which the organisers must cope with, and Continental canoe organisations (which, like the BCU are largely run by voluntary effort) cannot be expected to answer more than the minimum of questions. The organisers must take their own precautions, draw up their own plans, and measure their own risks.

Then they can find plenty of opportunity. If the weather is bad—it can rain as hard or harder in August on the Continent than in England and an Alpine river in spate has to be seen to be believed—or the river is not quite what they expected, much can be made up if there is proper insight into the nature of the area and environment of its inhabitants. The differences from our own, and the resemblances can form a fascinating additional feature to a holiday.

May your 1972 trip be a successful one.



ARDECHE — The 'Cathedral'
Photo R.F.Tyas

SUMMER CANOEING HOLIDAYS ABROAD

The Touring Adviser makes some suggestions.

No—I am not going to plan your trip for you. You have your own likes and dislikes, and part of the fun is working out beforehand how best to go and where to go and what you want to see. And don't be misled into thinking that the only canoeing worth doing on a summer holiday is on the hairy Grade V-VI stuff that the popular canoeing films like to feature. A Grade II river can be most enjoyable and interesting if it flows through spectacular or picturesque scenery.

On the other hand there are miles and miles of rivers that in my view are not worth considering for your holiday, though they are pleasant enough in their way. But is it really worth the cost and trouble of crossing the Channel and driving for a day or more for the sake of a river that offers nothing really different from, say, the Bedford Ouse or flows through a landscape that is less beautiful than, say, the Thames at Henley or Marlow?

The suggestions below relate to one or two possibilities in the more accessible Continental countries for a fortnight's holiday, indicating the main features that appealed to me when I was there.

FRANCE. Don't consider anything north of the Loire. It's not different enough from England. Further south many of the shorter rivers shown on the French canoeing map as Grade II or III are only canoeable in the spring, and have too little water in summer. But you should be all right with the **Dordogne**, which is a long river, its upper spectacular gorges now unfortunately turned into a chain of hydroelectric reservoirs, but still giving a most enjoyable fortnight's easy but interesting trip below Argentat, at first through a wooded granite valley, then along a broad limestone valley with cliffs frequent on one side or the other, hilltop castles, caves, and many opportunities for side excursions to interesting spots and medieval towns and villages. Water is clear, and the current good as far as Lalinde; water characteristics Grade I-II as on the best parts of the Wye below Hereford, only a bigger river. Plenty of campsites; French families like them as holiday sites too. Best start is at Camping du Malpas at Argentat (The Malpas is rapid). I have also had a glowing report of Le Gibanel, a lakeside site just above Argentat, as a family base camp offering a beach, bathing, sailing etc. for the non-canoing members of a family while the canoeists go off on the river.

The **Ardeche** has a spectacular gorge with easy Grade II water, which is well worth dawdling through. But it is only 30km long, and the higher parts of the river, though excellent, usually have so little water in summer that they become laborious. So the Ardeche must be combined with something else—There is the Rhone into which it flows, which can be followed

like a fast conveyor belt to Avignon or Arles and so to the Mediterranean. Or you can set off homewards along the **Allier**, a tributary of the Loire running north not far away, through good scenery, some in ravine, and Grade II water starting at Brioude to Vichy or further. This is a good river, but not scenically quite up to the Dordogne in my view. Camping easy. You could get nearly a fortnight on the Allier if desired. The **Tarn** also flows through a spectacular ravine and has rather more difficult water. Grade III & IV in places Ste Ennimie is probably the highest possible starting point, at summer water levels. The snag about the Tarn is that at two places laborious portages are unavoidable—one of about 1km at the Pas de Souci, and another of about 12km at Pinet on account of a dry stretch below a hydroelectric reservoir. But the river goes on being interesting to Albi.

GERMANY. Plenty of water, but the obvious rivers are either canalised or so much used by commercial traffic (e.g. Rhine) that you must be prepared to accept this if you choose them. The **Moselle** is however still worth doing notwithstanding the recent construction of about 10 navigation weirs. The scenery and wine are still there, and at most of the weirs there is a canoe channel down a ramp at the side that makes a portage unnecessary. The Moselle can be preceded by a short run on the delightful little river **Sure** (Sauer in the DKV Guide) or the **Our** in Luxembourg, which run into the Moselle.

The **Danube** offers as many miles as you like, but the middle stretches from Ulm to Passau are rather dull. Better choose Passau to Vienna in Austria, which includes the famous Wachau stretch. It is a wide river though with two big hydroelectric dams on the way.

Several of the best wild water rivers running north from the Alps in Bavaria have been spoilt by impounding, and for this type of holiday it is better to think of other Alpine countries.

THE CANOE ABROAD — continued

AUSTRIA. The Danube has been mentioned above. Long trips through good mountain scenery can be made on the **Inn**, from Motz above Innsbruck the Kufstein, then through Bavaria, and along the Danube at Passau.

The water is not normally more than Grade II, and this is still a classic cruise, but you must be prepared for portages at a dozen or so hydroelectric weirs in the Bavarian part. A variant is to transport from the Inn at Kufstein to Rosenheim to the **Salzach** at Salzburg and down it from there to the Inn again.

The **Drau** offers a long fast run, with occasional rapids up to Grade III from the Dolomites at Lienz through Carinthia to the Yugoslav border, and you could call in on the way and watch the slalom at Spittal if the dates are right.

NORWAY and **SWEDEN.** These countries undoubtedly offer some of the best long white water canoe touring left (by the hydroelectric schemes) in Europe, but firm factual information is hard to come by, and the distances are great and the population often sparse. The typical river flows down a valley is a series of "steps", that is, you have a fairly straightforward stretch for some distance, followed by a mile or two of really difficult and often impossible water where there is some kind of change in the geological formation of the rocks. These places are called 'fors' or 'foss' (compare High Force). Some of them involve a drop, sometimes steep or sheer, of 80-100 feet, and often there is a power station associated with them. Some laborious portages are required and often the rivers are used to float lumber, on a large scale, so that you must cope with the additional hazards from large logs in rocky rapids.

In the far north the **Torne** runs for great distances in midge and mosquito country with Grade III-IV water through the remote Swedish Lapland, not quite the best river for a family holiday. In southern Sweden there are extensive lakes and connecting rivers. Many of these are in forest country and distances between villages are great. Lakes Vaner and Vatter are really too large for agreeable canoeing, but there is a good area between Vaner and the Norwegian border, Dalsland, with the "Dalsland Canal" which gives miles of easy paddling.



DORDOGNE — Photo R.F. Tyas

In the south of Norway there is the "Telemark Canal" which starts in the mountains and works down to the sea at Skien. There is also endless opportunity in Finland.

One of the attractions of Scandinavia is that English is widely understood and that "access problems" seem to be unknown. It is frequent for organised camp sites to have hot showers. But don't leave your holiday too late in August/September, because by then it is distinctly cool and autumnal. On the other hand you can have temperatures of 90F in Finland in summer.

ORGANISING IN COMFORT

By Jim Bright

Taking groups of canoeists abroad whether large or small, present difficulties of organisation and administration, not associated with travelling alone or with one's family.

Booking the ferry is one that comes to mind, for with a little careful reading of the car ferry timetable and conditions you find that boats sailing at some times during the day cost less than at other times and that if your party has eight or more persons you can travel at party rate, so cutting the cost of your crossing by up to £1 per head.

Costing plays a very important part in the organising. You do not, for example, want to charge each member £20 and find in the middle of the second week that you need a whip round to buy petrol for the journey home.

A good road map will give distances between towns, so the route can be planned and the distances totalled up for both the journey out and back, dividing the number of miles by the petrol consumption to arrive at the number of gallons, not forgetting of course that your vehicle's petrol consumption will go up due to the extra load of camping gear and canoes.

Another point is insurance, not only for the car but the equipment, medical cover and third party risk; again if done en bloc the cost is cut. Two drivers are really essential for long distances and you will find that if you change over every two hours, keeping very strictly to two-hour shifts, the drivers stay fresh for much longer periods and everybody gets a break and a chance to stretch their legs when the drivers change over.

A point worth bearing in mind is to have a non-canoeing couple in the party following the canoeing members by road, having the camping gear at the next camp site, or at the end of the day's run to take bods and boats back to the campsite.

The vehicle you use will of course depend on the number in the party. Dormobiles and Transits are ideal for small parties, but it is a mistake to crowd too many people and too much equipment on and into your transportation. The extra cost of taking a trailer is more than made up for in the comfort of the party.

FOREIGN RIVERS INFORMATION

The BCU Touring Committee is anxious to produce a Foreign Touring Booklet in the BCU Canoeing Booklets series.

Appeal for Up to Date Information

Many individual members and groups have canoed Continental rivers in the past ten years, including less known waters in Scandinavia, Yugoslavia, Rumania and Bulgaria. They have not often made their experiences generally known.

Can we have some notes about these, whether the rivers were well known or not?

What is Wanted

River

Start and finish. Approximate Length

Characteristics of water — grading, clarity etc.

General indication of character of scenery,

topography etc.

General 'worth while-ness'

Any other relevant facts, e.g. transport, currency difficulties, attitude of local population.

It is not proposed to produce itineraries, but notes that will help others to plan and choose their holiday areas.

Information to be sent to R.F. Tyas, 19 Pine Hill, Epsom, Surrey.

'CANOE' - CAR TEST - 1st in Series

by K. Wickham.

When canoeists congregate, the conversation usually alternates between canoeing, scandal and motor cars. Motoring comprises a very important part of a canoeists life, whether touring, spectating or competitive.

We intend to test a variety of cars at various prices, so to start with the Scimitar seemed an obvious choice. A robust, scratch resistant, dent proof, non rusting fibreglass body, mounted on a steel chassis with a lusty Ford V6 power unit. Squat, practical, load carrying and fast - very fast.

The Scimitar is a very well equipped and complete car, there being little missing from any 'desirable accessory' list. Magnesium wheels, a rear windscreen that opens, is electrically heated, has a two speed wiper and a windscreen washer, overdrive, cigar lighter, inertia seat belts and reclining seats are only a representative list of the Scimitar's equipment. Bolt on a roof rack, load the canoes and drive in real style to the next canoeing meet.

Performance is not too readily affected when the Scimitar is fully loaded, the powerful V6 engine easily copes with any load the body can contain. Indications would be that 2 or 3 canoes would not be noticed up to 70 m.p.h. However it could be that one of the famous Brighton canoe manufacturers, notorious for overloading cars with canoes, would lay claim to 'instability' when cruising up the M1 at 100 m.p.h. with 7 or 8 canoes on the roof!

The estate car body is made easily accessible through the large opening rear window, and the individual rear seats fold flat, leaving a wide, flat carpeted luggage area of 16 sq.ft. The Scimitar is a relaxing, but exciting car to tackle a long journey with. Long drives are the Scimitar's speciality, the legal limit in overdrive being little more than a purring tickover, with an explosion of power waiting beneath the right foot for safe overtaking. The sound insulation and aerodynamic aspects of the car are completely effective until over 100 m.p.h., when wind noise gives only a hint of the cars speed. The wide squat wheels, 5½" x 14" with 185 x 15 tyres hold the car firmly in position even under hard cornering with medium loads. Wheelspin, however, is easily found when the accelerator is carelessly used on all but the driest of roads. Rear end breakaway is easily and readily controlled.

The 0 to 50 time of 7.9 secs and top speed of 120 m.p.h. put the GTE ahead of the pack. With a 17 gall. fuel tank, and an mpg of 28 with overdrive, means an expensive 'tanking up' (think of the stamps!), but a long drive between petrol halts.

The cost of this car could provide a problem to a lot of canoeists. The Scimitar, being in big demand, holds its price very well, and depreciation is low. The manual overdrive version costs £2379.38 and the automatic version £2463.75. Do not forget that the car is uniquely complete on delivery, the only addition for a canoeist would need to be a roofrack.

SPRINT RACING SECRETARY'S NOTICE

It is hoped, that copies of the Sprint Racing Rules, comprising the recent amendments, will be available at the end of March, price 30p from the S.R.C. Secretary, 35 Marion Way, Hall Green, Birmingham B28 0BJ. The rules should be studied before attendance on the above course.

The Committee have a Shanty K4 for sale at £150. Enquiries please, to Mr. M. Greville - Giddings, 21 Tower Road, Strawberry Hill, Twickenham, Middlesex.

The S.R.C. is to run a course for Regatta Officials at Holme Pierrepont, Nottingham. Applications should be sent as soon as possible to the convener, John A. Fazey, c/o Pangbourne C.R.T.C., Pangbourne, Berks. The course is to be held in two parts, Part 1. Theory on 23 April and Part 2. Practical on 6 May when participants will assist in running a regatta.



THE SCIMITAR GTE 3 LITRE combines the features of a grand touring and an estate car. It is powered by a V6 water-cooled engine of 2994 c.c. capacity. A large twin choke Weber carburettor with automatic choke is fitted as standard. The unit provides for high maximum speed (up to 120 m.p.h.), vivid acceleration and economical fuel consumption (22/28 m.p.g.).

The GTE Overdrive has a four speed, all synchromesh gearbox with an overdrive unit of 0.82:1 ratio.

A Scimitar owner can look forward to a lot of years of hard, reliable driving. The body design, (designed by the renowned David Ogle) is high fashion, and likely to set the trend for future car shapes

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WOOD BROS. WATERSPORTS (CB)
33 LONDON ROAD, BUXTON,
DERBYSHIRE.
Tel. Buxton 4638.

Nutrition and the Canoeist

NUTRITION AND THE CANOEIST

Hard training several times a week is a serious drain on bodily resources and special thought must be given to nutrition to meet these stresses. Although most canoeists will eat well balanced meals, they may not be aware of how important it is to maintain a good intake of carbohydrates. These carbohydrates are broken down by the body into glucose (the simplest carbohydrate) and it is this which is used to build up glycogen stores in muscles and liver. Glycogen is the energy reserve of muscles, and the capacity for hard, extended exercise is directly related to the glycogen content of the working muscles. Glucose is also the only fuel utilised by the brain and, of course, in canoeing, both the brain and muscles are vitally involved. The amount of glucose used increases tremendously with exercise, and without replacement to the body-store the supply will eventually become insufficient; there may be a tendency for errors in skill and judgement to increase at this point. To ensure that vital carbohydrate stores are not depleted and to prevent the ill-effects of severe exercise, extra carbohydrates must be consumed during training and competition. This can be done in a number of ways, some of which are more palatable and digestible than others; one of the most acceptable is a glucose syrup drink* which was tested on canoeists during last September.

Ten canoeists assembled at Monmouth, on the River Wye, on two separate Sundays, and on each occasion they were required to do five two-mile laps of a chosen stretch of the river. On one occasion each person consumed a glucose syrup drink, and on the other a placebo, a drink which was identical apart from the fact that the glucose syrup had been replaced by an artificial sweetener. The drinks were taken prior to the beginning of, and half way through the exercise, and at no time were the canoeists aware of the nature of the drinks being consumed, or their expected effects. Prior to the start of exercise and subsequently at the end of each lap, blood samples were taken by means of a fingerprick for the determination of glucose. The time taken to cover each lap (approximately 30 minutes) was also recorded.

When the canoeists drank the placebo, the obvious signs of exhaustion at the end of exercise were well substantiated by their low-blood sugar levels. In general, when the placebo was taken, blood glucose levels fell regularly throughout the period of exercise and this was mirrored by the gradually increasing lap times, so that, on average, the last lap took 4.5 minutes longer than the first! In contrast to this, when the glucose syrup drink was taken, the canoeists were fresher at the end of exercise, blood glucose was maintained at a much higher level throughout the whole exercise and post-exercise period, and this was again reflected by the lap-times which showed remarkable consistency. Moreover, on average, the last lap took 1.3 minutes less than the first! When the glucose drink was taken at the end of exercise, blood sugar levels were raised and symptoms of exhaustion quickly disappeared. The last drink just after exercise will also prevent the symptoms of headache, irritability and perhaps misjudgement so often noticed when driving home directly after the event.



There is no doubt that, by consuming the glucose drink prior to, during and after such exhausting prolonged exercise, considerable improvements in performances and physical well-being can be achieved.

* The drink contains 46% w/v glucose syrup and mineral salts to replace sweat losses. It has a pleasant mixed-fruit flavour and provides 40 kcal per fl. oz. Samples of the drink, under the name 'Dynamo' may be obtained from:

Research and Development Department,
Beecham Products,
Beecham House,
Great West Road,
Brentford,
Middlesex,
TW8 9BD.

NATIONAL MEET AT BAMBURGH— REVIVAL

After a lapse of several years the B.C.U. are to revive their National Meet at Bamburgh during the spring bank holiday (27th, 28th and 29th May). A family weekend is planned. There will be trips on the River Tweed, sea trips to the Farne Islands and an advanced sea trip crossing the Firth of Forth on Sunday.

Further details from D. Wilson 5 Armond Grove, Marske by Sea, Redcar.

Advanced Sea Kayak Club

A new Affiliated member has been formed in the name of The Advanced Sea Kayak Club — although they will also have a strong interest in surf and river canoeing.

Several very experienced sea canoeists have grouped together to form the basis of the club, who's aim is to train new members to take the BCU Sea Proficiency Test and later to take the Advanced Test. During 1972 six main sea trips are planned whilst in the summer months training and small trips will take place on the South Coast. Address 27 The Rundells, Harlow, Essex. Tel: Harlow 23925.

HOLME PIERREPOINT

Approval has been given for the go-ahead to produce a final design for the Holme Pierrepont Project, expected to cost in the region of £250,000 on completion, at Nottingham. Frank Goodman is guiding proceedings at Holme Pierrepont, and he reports little objection being raised to the scheme.

It is important if this plan succeeds, to have the canoeing water exactly as canoeists want it. With this in mind, anyone with firm ideas and photographs of the ideal piece of slalom water should contact Frank Goodman (0602 214092 or 69931) to help him to present a good argument. Holme Pierrepont could be the most exciting thing ever for British canoeing, so we hope to report from Frank in greater detail with the next edition.

NOTICES FROM HEADQUARTERS

Notices from Headquarters:
26 Park Crescent, London. W1N 4DT.

1. Post of General Secretary

It is hoped that an appointment will soon be made, but until this has been done, Mr. O. J. Cock, Director of Coaching, will act as General Secretary. Owing to his other commitments he will not be able to attend at H.Q. every day and although other members of the Council will give what help they can, it is possible that there may be some delays with correspondence. For the time being it will help if correspondence is kept to the minimum and anything really urgent is clearly marked URGENT on the envelope to enable a system of priorities to be operated. This should not affect applications for membership or the services of the 'shop'.

2. Members who wish to apply for B. W. Canal Licenses should address their application to 'R. F. Tyas Esq., 19 Pine Hill, Epsom, Surrey' who has taken this under his wing as Touring Officer for the period of the emergency.

3. **Amateur Status:** A recent circular from the International Olympic Committee states:—
Rule 54 'May I point out Rule 54, 6th para. which stipulates that display in training or competition venues of any clothing or equipment marked conspicuously for advertising purposes by anyone associated with an Olympic Team, will result in immediate disqualification'. (Presumably of the whole Team).

4. **Training on the Olympic Slalom Course at Augsburg**

We have been notified by the Organising Committee of the 1972 Olympic Games that the following international training weeks will be arranged on the Olympic Slalom Course in Augsburg:

May 12/19 June 12/19 July 15/22

In addition the course will be available for training purposes from August 1st.

5. The Council of the Union will meet during 1972 as follows:—

March 4th, London: May 13th, Manchester
September 16th, Leamington, November 25th, London.

BRADFORD-ON-AVON LD RACE

28th MAY 1972

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Winsley Road
BRADFORD-ON-AVON
WILTS

Closing date Monday 22nd May.

OLYMPIC APPEAL

By the time this appears, all clubs will have received from me a British Olympic Association Appeals Committee letter, a donation list and a leaflet, and also some suggestions on how the appeal effort might be conducted.

Briefly I have suggested that clubs prepare numbered, labelled and sealed collection boxes for use at slaloms, regattas, meetings, socials and all other functions arranged by the clubs. This will enable a wide circle of canoeists and their friends to make a contribution to the Appeal with the minimum of effort on their part. I have also asked club secretaries to contact as many as possible of their members and encourage them to make a donation. Such donations can be entered upon the lists and each and every donor will have the satisfaction of knowing that he or she has had a share in supporting the slalom and racing teams we shall send to the Olympic Games in Munich and Augsburg.

I have suggested that clubs try to complete their Appeal effort by the end of June so that I can send around a reminder during July to any club from whom I have not received a donation list. I have asked that all donations be sent to me for recording and I can then forward them to the Appeals Secretary of the Appeal Fund. ALL CHEQUES SHOULD BE MADE OUT TO THE BRITISH OLYMPIC APPEAL FUND. N.B. There is of course no closing date for the Appeal.

OLYMPIC PREPARATION FUND

It costs money to prepare an Olympic Team, and the B.C.U. is launching a special fund for this purpose. All monies subscribed will be divided between the two branches of our Olympic Squad, that for Slalom and that for Sprint Racing.

Preparation covers training sessions at home and abroad; attendance at several top level international competitions during the run up to the Games, and much equipment. I ask all to look upon this as a personal responsibility and however close to or remote from the field of competition you are, to show your support by helping to send a team able to achieve the results it is capable of. Cheques and P.O.s for this Preparation Fund should be made out to the B.C.U. Olympic Preparation Fund and be sent to me as soon as possible, for the extent of what we can do will depend on the means available.

PLEASE BEAR IN MIND THAT CLUB OFFICERS ARE BUSY PEOPLE: TRY TO HELP BY SENDING YOUR DONATION BEFORE IT HAS BEEN ASKED FOR.

You can of course send direct to me and I will credit your club with the donation.
British Olympic Appeal Donations
B.C.U. Olympic Preparation Fund Appeal:

Both to J. W. Dudderidge,
'Sunny Haven',
East End,
North Leigh,
Witney/Oxon.

Or to your Club Secretary



GET TOGETHER

NATIONAL WATER SPORTS BODIES GET TOGETHER ON COMMON PROBLEMS

For the first time the National Water Sports Bodies including yachting, angling, canoeing, sub-aqua, water skiing, surfing and rowing met together at a recent Water Sports Conference at Bisham Abbey near Marlow on the River Thames to discuss common problems concerning development and provision.

The Conference was chaired jointly by Sir Jack Longland, Deputy Chairman of the Sports Council, and Mr. Jason Borthwick, Chairman of the Cowes National Sailing Centre Committee. CCPR/Sports Council headquarters and regional and centre staff were also in attendance. Conference recommendations advised:—

- (i) the appointment of regional coaches in order to improve standards at local level.
- (ii) the formation of regional associations as part of the governing bodies' services at local level.
- (iii) the greater use of National Water Sports Centres at Cowes, Holme Pierrepont and Storrs Hall.
- (iv) better integration between coaching schemes and top class competition.

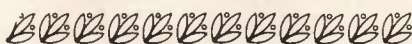
The terrific enthusiasm and good will engendered at the Conference led to a resolution being passed that the National Water Sports should form a Water Recreation Committee to develop collectively the recreation and amenity use of water and to consider matters of common interest concerning coaching and administration.

Acknowledging the value of such a group Dr. Roger Bannister, Chairman of the Sports Council, met representatives of the newly formed Committee on Friday 19th November to assure them of his support and to tell them that the Sports Council would be pleased to provide facilities for meeting and secretarial service. He hoped that the Committee would express its collective view on the use of water to the Sports Council but at the same time he made it clear that this would not preclude any national body making direct approach to the Sports Council.

With this enthusiasm and encouraging launch off by Dr. Bannister, representatives then elected Mr. David Nations (Director of Coaching BWSF) as Chairman and Mr. Nigel Hacking (Director General RYA) as Deputy Chairman. Mr. Fred Briscoe, Principal Executive Officer of the CCPR was asked to act as Secretary. It was agreed that each water sports association would have one vote but that the Committee would have powers to co-opt. The Sports Council was also invited to be represented.

FLBjcc
26th November 1971

OPEN FORUM



Dear Sir,

'All publicity is good publicity', while not necessarily agreeing with this statement, I feel that our sport generally might benefit if the following points were noted.

1. With a membership of over 6,500 it should surely be possible to muster enough votes to at least have a representative at the B.B.C. 'sports personality of the year' programme. Once we gain a foothold in the 'distinguished audience' we may improve our position in the final polls enough to eventually be taken notice of by the B.B.C.'s Sports Coverage programmes. Which leads me on to my second point.
2. Suggestion: Let's get more television coverage for our exciting and varied sport. Let's put canoeing on the map! Granted there is a superb series of programmes running at the moment on Sunday afternoons, but this is not enough. Roll on the day when one can turn on the television and be able to watch an international event live from Merano, or wherever.
3. It would, I'm sure, help the sport enormously if more thought was given to the spectator at competitive events of every nature. At many of the sites I have been to I have met people who have expressed interest in the event but who have had difficulty in comprehending the various moves. Admittedly some were rather difficult to be understood even by a fellow competitor but this situation could be remedied at little cost in money and labour, by posting explanations of the event in prominent positions on the site.
4. To jump from the general to the specific; the area of my particular interest-slalom, cannot hope to progress much until confidence in the technicalities of the sport is restored.
 - a. The timing system must be improved in the two places that cause the greatest unfairness—the start and the finish.

Suggestion: adopt the starting system depicted in the film 'Big sport small boat', of having something detachable attached to the boat on the boat on the start line to indicate precisely start times.

As to the finish, obviously something must be done about this but as to suggestions I have none other than some sort of finishing tape or some sort of arrangement whereby a bell is rung with the nose of the canoe or the paddle.

- b. The system of judging must improve. I don't mean the penalty system but if the element of human error could be removed from judging we would be well on the way to the perfectly run slalom. I know this suggestion will irritate people who find this error half the fun of a slalom, but I think from the amount of grousing I have heard at slaloms that they must be a minority. Could not the B.C.U. buy a couple of video-tape machines? The cost would easily be covered by a small extra levy on the profits made by the organisers of slaloms.

Each run could then be taped and if no complaint is made about it within the set period of 15 minutes, then erased. Provided care was taken to see that the machine was placed at a good vantage point, the problem (excuse) of disputable judging would be solved.

5. Mars Limited are at the moment running an offer which states that they will sponsor Olympic sailing, swimming and athletics teams to the tune of 1p for every wrapper of their products sent in, up to a limit of £10,000. Perhaps if some of the above points were noted, our sport might draw enough public attention in the future to attract similar sponsorship, instead of having to rely on the generosity of contributors to an appeal fund.

I should like to end with general good wishes for the expansion of the sport, hoping that by 1976 the sponsorship situation will have improved enough to allow us to send larger teams than this year, in far better conditions to represent canoeing in Great Britain in that years' Olympic Games.

R.D. Ritchie
Langley Park C.C.

Dear Sir,

The Right to Navigate on the River Spey

I would like to bring to the attention of your readers a case of prosecution for trespassing on private water that is being brought by an Estate on the River Spey against the Cairngorm Canoeing and Sailing School, Ltd., which is based on Loch Insh, but uses the river regularly.

The Estate is a member of the Spey Fishery Trust, Ltd., and claims in the writ that:

1. As the owners of both banks of the river the water is private and the public have no right to navigate without permission.
2. Canoes crossing the pools damage the fishing because the fish do not return to their lies for up to 3 hours after the passage.

There are further points of less importance that need not concern us here.

At the Press Conference called to announce this action. The Trust said outright that this was to be a test case, so if lost the future of all canoeing and boating on non-tidal rivers in Scotland will be affected.

To contest the action successfully we need as much information as possible on the early days of canoeing, particularly the period 1900-1935. If anyone has first hand knowledge or can give us any book references to look up concerning any kind of boating on the Spey during that time we would much appreciate hearing from him.

When the case comes to Court it will be necessary to call witnesses, so I would also be glad to hear from anyone who would be prepared to testify, especially on early canoe trips.

If anyone has any information they feel would help in this case please write to me at the following address:

Clive Freshwater
Director
Cairngorm Canoeing & Sailing School
Loch Insh
Kincaird
Inverness-shire
Clive Freshwater

N.B. See Access Notes — First Court Case

Dear Sir,

I would be grateful for the opportunity to reply to the letter of SAC Bryne in the December issue, on the subject of prizes. I have made numerous enquiries amongst our own club members and members of other clubs and find that the prizes which they have won compare favourably with those which we give at our events. If the recipients are as disgusted with their awards as they would have us believe why then, did they accept them at all, particularly as they did so without any complaint being made at the time.

We, like many other clubs spend a lot of time in organising and running slaloms in order that all may benefit from the competition they provide, if however, this competitor feels, rightly or wrongly that we have failed I would have thought it not too much to ask that we be accorded the basic common courtesy of writing to us first, it was after all us and not Chris McAllister who ran the event. The irony of the situation is that among several letters and verbal thanks we received was one from another team of RAF paddlers, which really proves that we can't please all the paddlers all the time. For the record the C2 event in question attracted 6 entries of which 2 subsequently scratched.

P.J. Potter
Chairman
Guildford Canoeists

MARKET SURVEY

Replies to the Market Survey organised from the December edition of Canoeing in Britain are continuing to flood in, and it is hoped to have the final facts and figures compiled very shortly.

Results already in are very encouraging indeed, and our canoeing world is indeed larger than most of us imagine.

The vast majority of members who replied did so accurately, however, a strange band of people took the opportunity to write 'Merry Christmas Wicky' and nothing else on the card, and then post it with only a Green Shield stamp!

One gentleman replied in great detail, listing expenditure exactly as it should be, and explaining that his sons liked to canoe stylishly, hence an expenditure including a caravan, a trailer, 2 highly expensive estate cars to tow same, about a dozen assorted canoes etc. etc. His expenses were well justified this season however, as his paddling proteges achieved excellent results in a short time.

To all those who took part, a big thank you. To date 55,000 people read Canoeing in Britain, and British canoeists spend £1,748,000 per annum, and drive an average of 14,000 miles per year. These figures are approximate.



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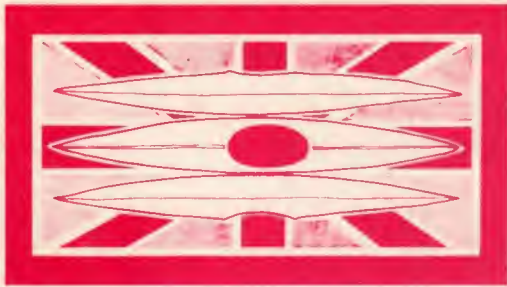
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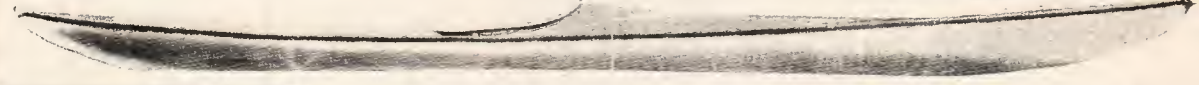
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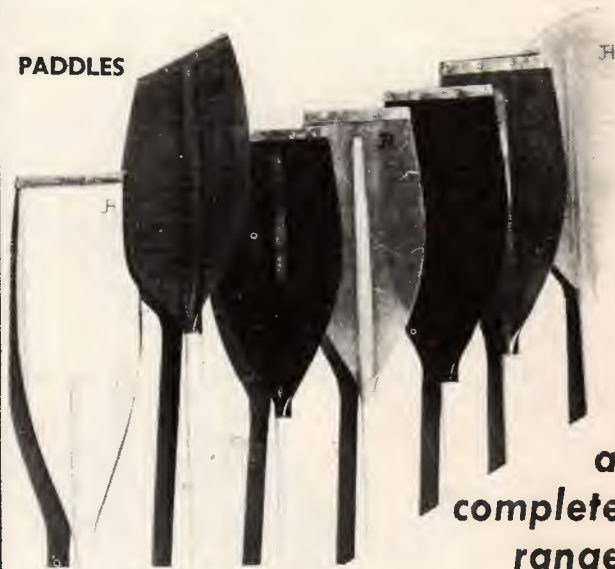
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